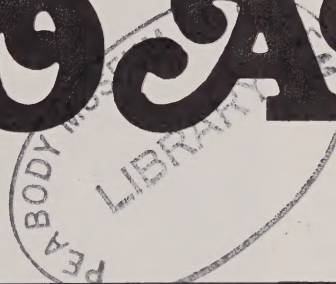


Twice a Month!



messing about in BOATS



Volume 4 ~ Number 22

April 1, 1987





messaging about in BOATS

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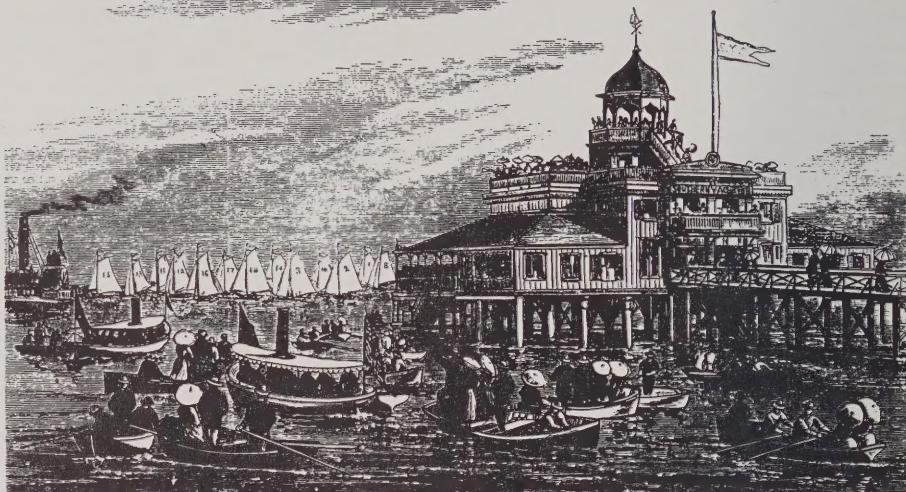
May get to some of the articles
I've been promising for a while,
somehow certain ones just get set
aside each issue as we try to fit
everything into 32 pages. Anyway,
articles about the WINDMILL sloop,
Glen L's TANGO and Ocean Kayak's
SCUPPER should get into print.
And we should have a long look at
Bob Whittier's SEAMASTER runabout
and another at Weston Farmer's PI-
UTE deep sea runabout. We'll have
Walter Sargent's story on his "ulti-
mate cruise" and Gail Ferris' re-
marks on kayaking at night. I still
hope to review plans for two simple
home builder kayaks, SCRAPS and
the DK-13. If circumstances permit,
we expect to make a run down
Maine and will be looking in on the
Apprenticeship at Maine Maritime
Museum, at Dan Hamilton's canoe
shop and Paul Reagan's Shaw &
Tenney oar and paddle manufactur-
ing plant.

On the Cover...

Ken Lynch rows his Kingfisher
shell across the finish line first
overall in the annual Snow Row at
Hull, MA, on February 21st. Full
coverage of 1987's first rowing ev-
ent in these parts in this issue.

Commentary

**BOB
HICKS**



We're approaching the end of
our 4th year of publication and
things are continuing to pick up.
One thing that's really picking up
is our calendar listings. As more
and more people who are doing
something with boats discover us,
they tell us about their planned
activities, and we like to pass on
the information to you. With the
1987 on-the-water season at hand,
the listings are piling up. In this
issue you'll find almost three pages
added on Appalachian Mountain Club
canoeing outings alone. The canoe-
ists are very busy very early in
the season.

Well, I want to keep bringing
this information to you because I
have heard often how useful it has
been to many of you. Something
like this AMC listing, which is ta-
ken right from their own club pub-
lication (at their request) may
seem something of an overkill to
those who are not canoeists. All
the serious paddlers in AMC already
know about it all. What we do,
it seems, is introduce news of ac-
tivities to persons who are not al-
ready involved in any particular
special interest group, but might
wish to be. So, I think it's useful
to devote the space to these sorts
of listings.

But, to keep from being over-
run with events listings each is-
sue, I'm going to adjust how these
are published. Starting next issue,
April 15, I will run once a month
the complete calendar listings of
scheduled events for various organ-
ized groups, for the FOLLOWING
MONTH. Thus, the April 15 issue
will have all the MAY events. They
will not be repeated in the May 1
issue. I'll also continue to publish
all the special events notices,
things coming up you might need to
register for well in advance,
one-shot activities by various indi-
viduals or clubs, but not in those
mid-month issues. These will be
listed as early as I get them in al-

ternating issues not carrying the
calendar listings, to permit plenty
of advance planning by anyone
thinking of participating.

Then there is the matter of
the Club Listings and the Projects
Directory. These too are growing.
The March 15th issue had a whole
page of rowing clubs alone! Pres-
ently I am running these two lists
in alternating issues. Because they
do not change often, as do the ev-
ents listings, I'm going to stretch
things out a bit further by alter-
nating these two with that list of
special announcements.

It should all work out like
this. Each mid-month issue will
have the full calendar of scheduled
activities for the FOLLOWING
MONTH. The first-of-the-month is-
sues will alternate in succession
from Special Events listings
through Club Listings to Project
Directory. Each of these latter will
appear every sixth issue, four
times a year. Maybe this will get
the space requirements down to
more manageable size.

I'd like to add more pages this
year. The economics of the print-
ing dictate a minimum of 8 page in-
creases, preferably 16. There's no
problem with filling up added pages
with news, but I really need to at-
tract more advertising to help pay
the extra costs. Right now, if you
put all the ads in this issue to-
gether, they'd fill about 6 pages. I
sort of figured to go for 8 more pa-
ges when the ads got up close to 8
pages per issue on the average. A
40 page issue would then have 32
pages devoted to news, pictures,
etc. I consider the classified pages
as "news", really, readers tell me
they turn to them first.

Well, as we approach the be-
ginning of our fifth year, it does
seem time to tidy things up a bit.
The contents won't change in
scope, but the arrangement will be
hopefully improved.

BOATBUILDING MADNESS

Jim Thayer builds a line of nice classic small boats in fiberglass at his two shops, one in Virginia, the other in Colorado. Like most small builders, he is under constant pressure to build enough to make a living, yet cannot hire extra help and expand facilities based on the shaky nature of classic small boat demand. In his current issue of the THOLE PIN, Jim has the following to say on the subject.

"About once every year I ask myself, rather loudly for the benefit of any who might overhear and commiserate, why I persist in this boatbuilding madness. Madness because there's an awful lot of work for very little return. Monetary, that is, and that's what we're here for. Right?

I guess if it came to that, I could quit (Jim was once a schoolteacher). After all, there are very few essentials for the maintenance of an individual's life. Many people would put boatbuilding well down the list of non-essentials, even, conceivably, beyond sex.

But, let's be realistic. The answer is to break the horse, however recalcitrant, rather than to send him off for dogfood and content oneself with walking.

In my case it is a question of who is riding whom. It goes like this. It might be okay if I stayed in the shop and just cranked out one or two models. Efficiency would go up and expenses would go down. Fine, but it would soon get dull. So I like to travel and I start delivering boats, which cuts production, increases costs and, being a good selling point, generates more sales. Building time can be expanded to fill every waking hour. Out of control!

"No problem," you say, "just cut back." Not so easy. It happens like this. We are going to some event in New England. Don't want to miss it because that's part of the fun, besides it's good advertising. Oh, I know we don't need any more advertising, but that makes it deductible. So we've got this deadline. Couple of weeks before the trip, Moe calls up and wants a boat. Reflexively I say, "We have room for one more. Possibly we can work it in. Send money and we will try." It's a fine point here to judge whether you can start writing on it before it arrives, but in any case it's soon long gone. Now we are stuck. Return money? That hurts. Disappoint customer? Unthinkable! So, overtime.

"Hire more help," you say. But everyone knows you can't get decent help these days. Besides, I would have to stay home and supervise. Well, I've made a start. We have farmed out three hulls to Jerry Kiley, a grad of the Norfolk Boatbuilding School. Will the quali-

Op~Ed Page

This column exists for readers to express their opinions about subjects that have appeared in MESSING ABOUT IN BOATS, including debating editorial remarks I have made. Your comments will be published here edited only for clarity and to remove redundancy (you only need to say it once).

ty hold up? Will he decide it doesn't pay? Stay tuned. Perhaps we could go with Grade 1, Grade 2, and Workboat finishes, etc. Worth a thought.

The next step is to farm out the layout work. Then I become just a marketing man. I could get a blue blazer and drink fancy bourbon. Alright!

On the other hand we might just turn out ne-plus-ultra works of art. Carving, inlays, Kevlar hulls, Jacques Thayer fitted oar cases. The whole bit. About four boats a year at eight grand per ought to keep me in good style and be a splendid ego trip to boot. Whether it would work is problematic. Whether I'd like the customers is another question.

Maybe we could go the "workshop" route. Have the folks come in for the word direct from the "Master Boatbuilder" himself. Realistically figuring time, the boatbuilder might make \$3 an hour. A seminar leader could get \$300 a

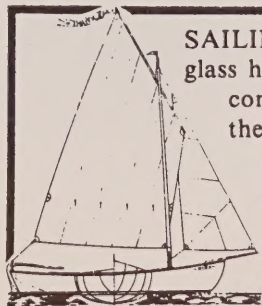
day. Easy! Sounds good to me.

The franchise route is an acknowledged road to riches. We'll rent out the molds, sell materials, charge an advertising fee and collect royalties. All those entrepreneurs will be working like crazy and we will lead trips to Bermuda for sales leaders. Not to mention photo jaunts to Acapulco with bikini-clad models. Now there's a real winner!

Of course, we could go to bigger boats. The rule is the larger the boat, the larger the profit. Since we have the finest and prettiest small boats on the market, we could no doubt develop the prettiest and most practical big boat. Whether big boat buyers could be educated to develop the sharp eyes and good tastes of the small boat fan is a serious question. I'm not inclined to try. I do, however, have a rather radical, but very practical and beautiful, 26 footer in mind. Time will tell.

By the way of doing something definite about all this, I took off for Ireland last summer for a couple of months. I wasn't able to build any boats, didn't get any phone calls and didn't promise anyone anything. I saw some neat boats, though, and have gotten some ideas to try, so maybe I'll be worse off than ever, plus broke."

Jim will be pleased to send you information on his boats and a copy of the fabulous THOLEPIN. Just send him \$3 at Thayer & Co., 2106 Atlee Rd., Mechanicsville, VA 23111.



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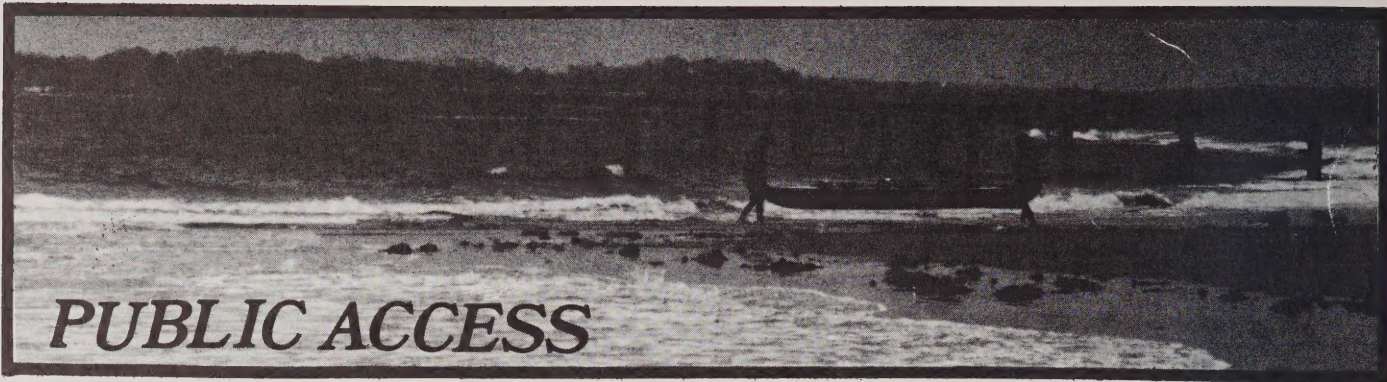
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PUBLIC ACCESS

MORE PUBLIC ACCESS IN DUXBURY, MA

Our article on this page in the February 15th issue used Duxbury, MA, as an illustration of the information available to boaters in a Massachusetts State publication entitled GETTING THERE, a detailed description of shore access and facilities on the entire Massachusetts south shore. Reader Bob Whittier of Duxbury sent on this supplementary listing of access in his town, the sort of local knowledge that is so vital for anyone looking for a way to the sea with a small boat.

1) ABRAMS HILL RD. TOWN LANDING. Small, unpaved, fine for very light trailered boats or carryable boats. Bare creek at low tide. Good access to a network of creeks in northern part of the bay for exploring, birdwatching, fishing on the incoming tide. Watch for water-ski boats coming around the bends at upper stages of tides in summer.

2) POWDER POINT BRIDGE PUBLIC PARKING LOT. This is at

the western end of Powder Point Bridge leading to Duxbury Beach. The bridge is currently being rebuilt but is supposed to be open by early summer. Firm sand useable by lighter trailered boats or carryable boats, or heavier boats towed by 4x4 vehicles. Much used area by windsurfers.

3) BAYSIDE MARINE. A good hard, partly concrete, partly gravel ramp useable on most stages of tide for a small fee. Very limited parking space though.

4) SHIPYARD LANE BEACH. Use is limited to residents during the summer season and is crowded at high tide stages, but out-of-towners can use the area without being bothered off-season. Good access for rowing, kayaking, etc. on the bay. Half paved, half sand ramp, best for carryable boats. Ample parking space.

5) HOWLAND'S LANDING. A very steep ramp with limited parking space, useable year-round. Located at the foot of Howland's Lane. Get out of your car and look it over before using it. Heavier trail-

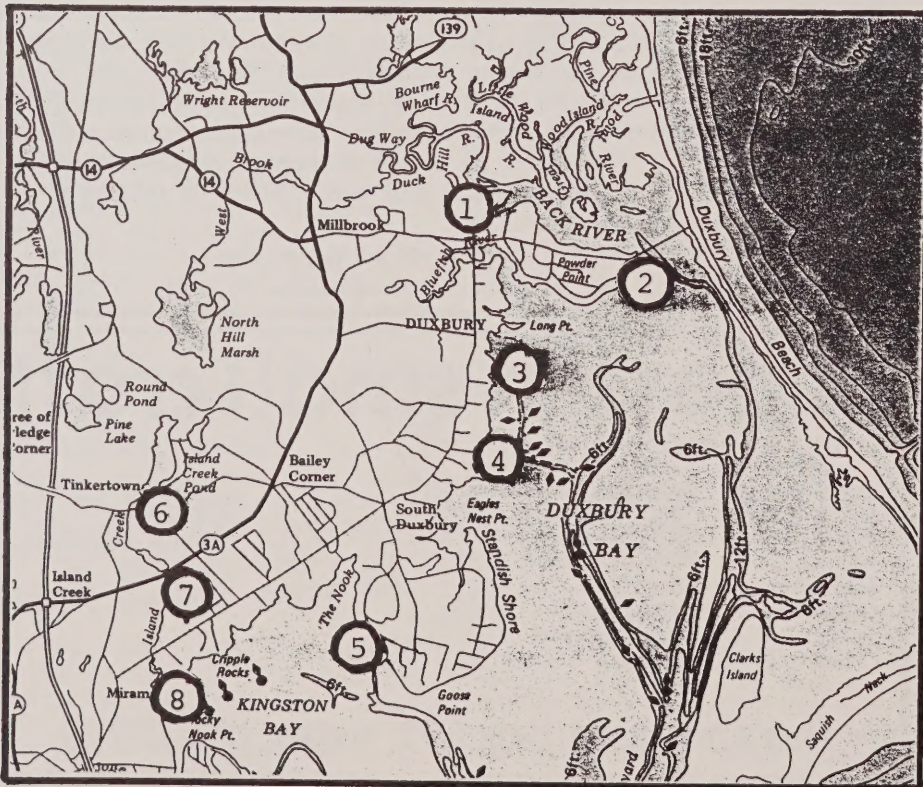
ered boats can be launched at higher tides if tow car wheels remain on pavement, otherwise only useful for 4x4 tow vehicles.

6) ISLAND CREEK POND. A public picnic and fishing area, open sunrise to sunset. No ramp, but a firm, narrow beach. Water gets abruptly deeper 10 to 15 feet off the beach. A good place to try out smaller outboards, or for rowing, paddling and smaller sailboats. Out-of-towners can use the area if well behaved. A local rowdy problem here sometimes results in police visits to check up on behavior, but those not rowdy are not bothered.

7) MILL POND. A small pond but fun to explore, right on Rt. 3A. Parking okay for hand carrying small craft to water.

8) BAY FARM FIELD. This conservation area belongs to the town. A bumpy dirt road leads across field to a two-rut track down to a small secluded beach. Clay soil is slippery when wet. Be cautious if backing down a trailer. A fine place for launching carryable boats to explore the bay and the Jones River. Because of seclusion, the area is often frequented by non-boaters partying, boozing, etc. Police visits occur to check on behavior, they don't bother anyone well behaved.

Duxbury's Harbor Master, Don Beers, is a capable and friendly person who is pleased to give visitors good advice. His office is at the foot of the Town Dock near the Yacht Club parking lot on Mattakesett Way off Washington St. This lot is jammed most of the time throughout the summer.



IN A MORE GENERAL VEIN

As information useful for access to the water comes to my attention here, I'll pass it on, understanding that many of you already know about what turns up, and that much of it consists of just the well established locations for boating access. Details like Bob Whittier's are welcome but they have to come from individuals with the local knowledge. If you care to share yours, send it along.

Boating Almanac 1986

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BOATING ALMANAC

For \$8.50 I bought in a local marine supply store a copy of the BOATING ALMANAC, Vol. 1 (for Maine, New Hampshire, Massachusetts and Rhode Island). Three other Volumes are offered: Volume 2 running from southern Massachusetts to Rhode Island, Connecticut and Long Island; Volume 3 for New Jersey, Delaware Bay, Hudson River, Lake Champlain and the Erie Canal; Volume 4 for the Chesapeake, Delaware, Maryland, District of Columbia and Virginia. If your marine supply source doesn't have them, you can order from Boating Almanac Co., 203 McKinsey Rd., Severna Park, MD 3-21146.

This 335 page book, softcover 6"x9" is chock-a-block full of information on coastal boating facilities, public and private, launching, mooring, marinas, services, etc. The listings are keyed to charts, you find the chart of the area you are interested in and then go to the noted pages for the detail listings of all locations numbered on the chart. Tide and current tables are included based on several major locations with adjustment figures applicable to your own chosen locale.

As a compendium of information, this collection lacks the total detail of an individual chart or tide tables book, but it sure is a handy reference for anyone planning to go boating other than around home waters already fully understood.

Massachusetts Edition
1987

NYNEX
Boaters Directory

INTERNATIONAL
SIGNAL FLAG
SYMBOLS

NYNEX BOATERS DIRECTORY

Did any of you receive this handy "yellow pages" directory from NYNEX? Mine came unsolicited and its really a very useful compilation of information for the entire Massachusetts coastline. Sixty pages of clear small scale charts, a directory of harbors with details, Coast Guard base locations, complete mariners' information on rules, buoyage, etc. form the "white pages" with two-thirds of the book the "yellow pages" of businesses related to use of the coast by Massachusetts boaters. A plastic envelope in which to keep it on board your boat is included. A really handy quick reference for well established public boating access on the Massachusetts shoreline. If you did not get one "out of the blue" as did I (NYNEX doesn't "know" me as a boating magazine, only as an individual name) try asking for one from NYNEX Information Resources Co., Att. Delivery Supervisor, 195 Market St., 2nd Floor, Lynn, MA 01901. There is no charge for residents of Maine, New Hampshire, Vermont, Massachusetts and Rhode Island.

MARINER'S ATLAS

Next step up in usefulness and price are the MARINER'S ATLAS series by A.P. Balder. These big 10"x14" soft cover books have about 80 pages of full scale, full color chart reprints in a handy geographical order. Two I received as gifts cover Maine and New England from Portsmouth, NH, to Mystic, CT. They cost \$30 a pop but are, again, much handier than culling through the official charts for the casual navigator type of boater. There's a lot of supplementary information included applicable to each charted area, details of all harbors, channels, etc. Mine came from the DeLorme Book Store in Freeport, ME, but if your marine supply source hasn't got them, contact the publishers, Chartcrafters Inc., Federal Reserve Bldg, 4th Floor, 114 E. Lexington St., Baltimore, MD 21202 for nearest dealer or ordering information.

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Using the "Double Bent"

A lot has been written about the silliness of the racing instinct and since my salad days are over, I usually agree with this.

However, in my younger years I belonged to a canoe club where even the touring paddlers used a clean style influenced by the racers. This is really a necessity in a double kayak where anything else is described as a "windmill". Even today I tend to take delight in using the long efficient stroke of my racing days just because it looks slow but makes you go fast.

I prefer the single paddle over the double blade as it is more of a challenge and I feel sad that even solo paddlers now use the "hit and switch" style. To me that is an artless way of moving such a noble craft and I do not buy the argument that it is faster than paddling on the same side.

Then came the introduction of the bent-shaft paddle. This paddle, commonly used by marathon racers is not well suited to steering strokes. This is one of the reasons why bent-shaft paddlers periodically switch sides allowing their boat to weave rather than trying to maintain a straight course.

The switching style presents a problem to the solo-paddler in that he has to either sit or kneel on both knees to be able to paddle equally well on both sides. The most efficient position for a solo canoeist to take however is on one knee in the middle of the boat with the other foot planted flat in front of his body. The paddling side is then fixed on the side of the knee.

Traditionally, no further support is required, but most recreational paddlers rest their butt against the center thwart or a special slightly slanted board. It is also customary to move as far to your kneeling side as you dare, as this reduces the amount of lift your outside arm has to do to keep the paddle clear of the gunwale. This all sounds more complicated than it is, the whole idea is to bring your outside shoulder as close to the gunwale as you can.

I paddled like this for many years, with a straight paddle of course, as I did not know any better. When I first became aware of the advantages of the bent-shaft I started to experiment with home-made paddles of varying angles. The effect of the angled blade is that it allows the powered part of the stroke to extend backwards without the blade assuming a negative angle. This is known as "lifting the lake" and makes the boat bob. The more of an angle, the farther backwards the power phase of the stroke.

So far so good. Unfortunately a sharply angled blade acts like a weathervane and requires a lot of effort to turn under power as is required by the steering strokes (J-stroke, Canadian or slant stroke) of the traditional solo canoeist.

What to do? I was unwilling to give up the efficiency of the high kneeling position, but I did not want to fight the paddle either (tendonitis is no fun).

The solution finally came to me that the weathervane effect could be removed simply by making a paddle in which the line from the upper hand through the lower hand went also close to the center of effort of the paddle blade. It should be noted that this imaginary straight line goes from the REAR-facing side of the upper grip to the front-facing side of the lower grip as you push above and pull below. A small offset of about 1" is desirable between the hand-line and the center of the blade as it provides a sense of the blade's attitude under power.

The resulting paddle has two bends, one above the lower hand and the other just like a normal bent shaft. The pictures show better than I can tell.

For a while I thought I had invented the double-bent, - I made my first one in the spring of '82 - but in the meantime I read an article by famous marathon paddler Jensen who mentions double-bent without further explanation.

Whatever the origin, I don't think that commercial manufacture will be profitable. There is simply too much handwork. On the other hand anybody who can make a straight paddle can also build a double-bent. It takes about one week of evening work (not including varnishing).

You need a jig to glue up the strips for the shaft. This can be a crude affair cut out of a 2 x 6 or larger, see picture for the holes which serve to anchor the C-clamps.

The shafts are made as follows: start with a hardwood strip close to the jig. Follow with 4 strips of light wood - basswood is ideal, but spruce or even white pine does ok. The strips are about 3/16 of an inch thick.

Stop here and clamp the glued bundle. When everything is hard, taper the blade end to nothing and the upper end to the hardwood layer plus two softwood layers. Then add the other hardwood layer and put the shaft back on the jig. This tapering is necessary for two reasons: first to remove weight and second to make the paddle feel



"live". This is always subjective and you have to remove material until it feels right. With the I-beam type construction even a very limber shaft is not likely to break.

Two types of blade can be attached. The simplest is a piece of plywood. For your first attempt this is what I recommend.

For better looks, though not for better function or lighter weight, pieces of wood are glued to both sides of the squared off shaft. This is a good opportunity to use pieces of mahogany or walnut

scrap.

The sides should end with strips of hardwood and the lower edge is beveled and received a piece of the hardest wood you can find - I once used ebony - oak will do alright though.

Everything is finished by eye, if it looks right, it usually works right. Thinner is better, within reason. Use many coats of varnish (5-6) and sand between coats.

A final word about using this type of paddle.

1) You can use almost straight arms throughout the stroke.

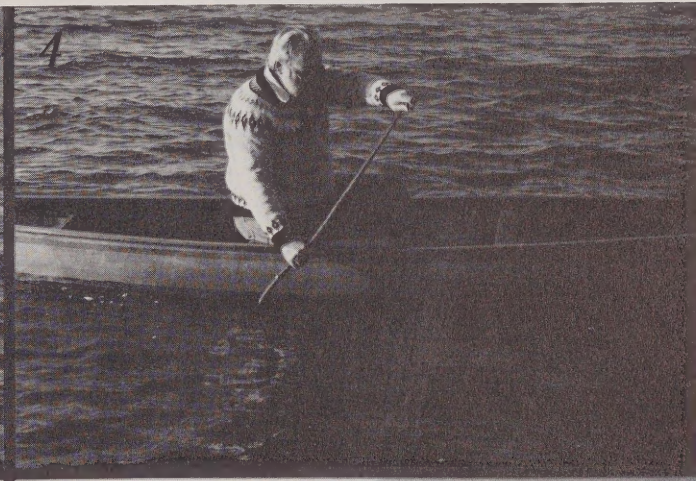
2) Weight can be transferred onto the paddle as the blade creates lift. This allows you to "fall on the paddle".

3) The blade comes out of the water very cleanly by either rolling the shaft off the gunwale or your thigh.

4) Your lower hand does not bend at the wrist. This helps to prevent sore forearms or worse. This effect was not expected, but is probably what gets you addicted to this odd-looking stick.

Report & Photos by Ernst Heincke

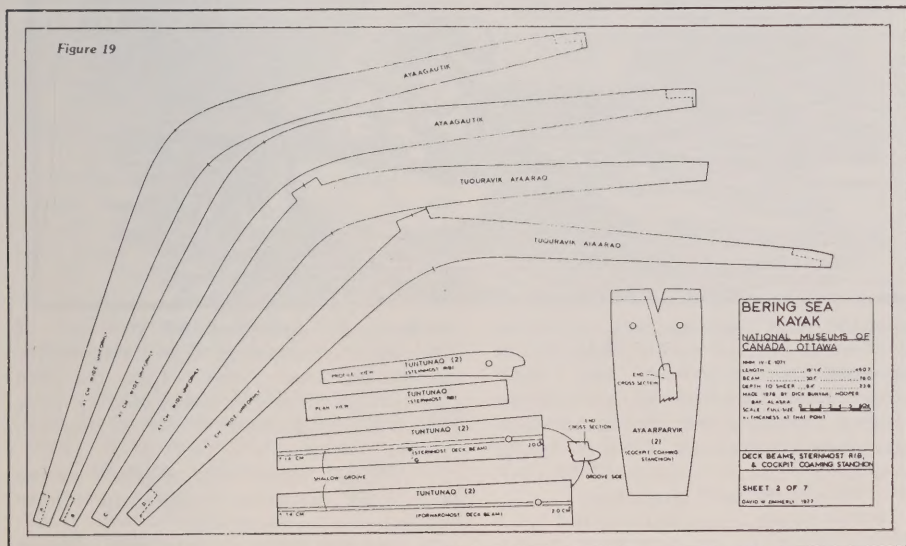
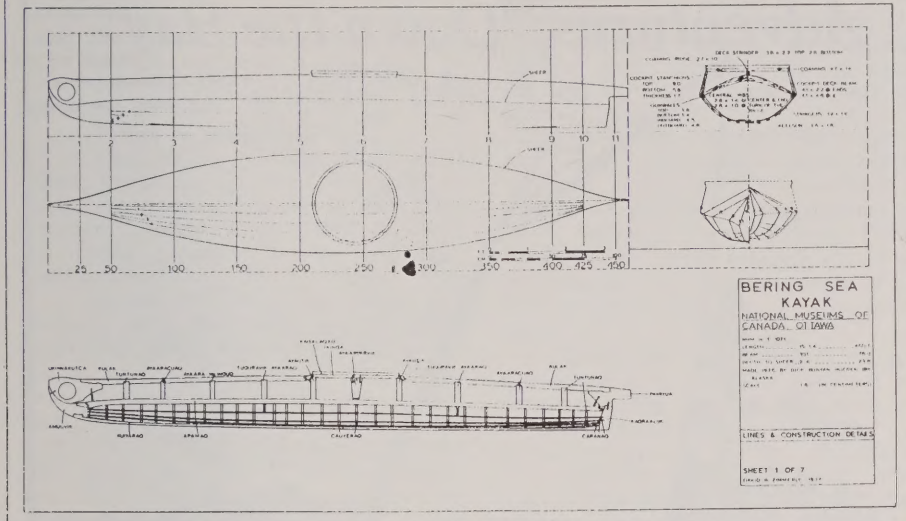
1) Start of stroke, upper arms bends. 2) Applying power, arm straightens. 3) Mid-stroke. 4) End of power stroke. 5) Steering phase, vertical blade moves away from boat. 6) Recovery.



Dr. David Zimmerly is the Arctic Ethnologist at the National Museum of Man in Ottawa, Ontario. He's been doing a long term study of Eskimo kayak building, and some of his writing on this subject has appeared in SEA KAYAKER magazine. He has also appeared at the Sea Kayak Symposium in Maine with his replicas of original Eskimo built kayaks. Contributor Carl Erickson recently loaned us a small publication detailing Dr. Zimmerly's efforts to obtain a genuine Eskimo-built kayak. The narrative is just a report on how he went about obtaining it, nothing about the kayak in detail. But the photos are fascinating glimpses of Eskimo kayak building in this reprint from CANADIAN MUSEUMS GAZETTE. If the subject of "real" sea kayaks is one you find of interest, it might be worth the trouble to address an inquiry into this to David Zimmerly, 193 Holmwood Ave., Ottawa, Ontario, Canada K1S 1P3.

A black and white photograph of a wooden canoe resting on a snowy surface. The canoe has a lattice-like interior structure and a circular opening at the stern. A coiled rope or strap is visible near the bow.

Figure 18. Scale drawing of Hooper Bay kayak



A couple of the detail drawings in the monograph. All construction details are shown in a number of such drawings.

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I had the helm, and now directed the boat in toward shore, where there was a landing, a little way ahead, with some coal sheds back of it.

"I want to climb the hill a bit, and get the view," said I. "If you don't care to you can stay aboard; I won't be gone long."

Joe didn't take to the notion at first; but by the time we reached the landing, he concluded his legs needed a little stretching; so after mooring the TRITON, up we both went. Scrambling up the railway embankment we found ourselves near the little station of Co-weset. Going up further, we came upon the carriage-road; several houses were built along this part of the ridge, and their inhabitants had a fine prospect from their eastern windows.

The broad, blue stretch of Co-weset Bay was spread before us. Eastward lay Warwick Neck, with the light-house at the point, nearly four miles away. Nearer, on the south, came up Potowomut Neck, in the other direction, with Chippe-wanoxsett island and its companion rocks dotting the water at the point. Between this and the light-house showed a distant vista of the main bay beyond, closed by the islet of Patience. Near at hand, below us, the peninsula rounded gracefully from its shelving shores; and nearer still, the queerly-cabined boat rode at its moorings.

"It's a pleasant little bay, this is."

"Yes; and there's use in it as well as beauty. I suppose they get as many scallops out of here as out of all the other places together."

We went back to the TRITON and continued our northward voyage for half a mile further, when we found ourselves at the north-west corner of the bay. A point of land extended toward us, backed by high, grassy bluffs; on either side an inlet made into the north.

"Which'll we take - the one to port?" asked Joe, who had the oar.

"No; that only goes a little way; see," - producing the map, - "the other crooks around, up beyond, and goes to Apponaug."

"And what is there at Apponaug?"

"I don't know, any more than you; but if there isn't anything, we can find that out, at least."

It seemed a quiet, retired, woody sort of place, this Apponaug Cove, into which we now sailed. Scarcely any houses were in sight; the winding shores rose steeply from the water, clad with grass and bushes; patches of woodland stood here and there.

Now a point reached half-way across from the west; on rounding this, the inner part of the cove,

From the book, JOE & I, or, ADVENTURES DOWN THE BAY

Published in 1901

Adventures Down the Bay

Wallace P. Stanley, Author
H.N. Cady, Illustrator



widening out again, was revealed to where, half a mile beyond, it narrowed again, and the high banks were spanned by a railway bridge. Through the spaces between the piers, scattered houses could be seen beyond.

"There it is!" said Joe.

The high, wooded bluffs shut off the wind, and we drifted slowly up; but we didn't mind it, for this was as pleasant a nook as we had found on the bay. We could have fancied ourselves floating on an inland pond.

When we reached the bridge there was a gentle current flowing through against us; so Joe shipped the oars to pull us through. No need of unstepping the mast, this time; for the track was high above us. While yet underneath there was a sudden rumble, swiftly increasing to a loud roar as a train swept across over our heads.

"If it had given way, there'd have been a pretty solid drop on us."

"Not if you'd given more stoutly yourself, and sent us from under."

"Well, as it happens, we're well off as if I'd pulled harder. NOW we're through, anyway," and he laid aside the oars.

Here we were, in the last inner bit of the cove. A tongue of land came out toward us, dividing the tranquil sheet into two unequal parts, and on it stood a few scattered buildings; but most of the village was ranged along the street

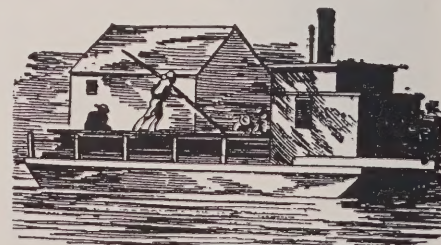
which ran just beyond the end of the inlet, crossing the fresh-water streamlet that flowed into it. The buildings in sight were mostly old, some being antique even to quaintness.

"This looks like a place where the old settlers took up their claims," remarked Joe.

"Yes, it's one of the oldest towns in the State, I believe."

"And here's the steamboat they came in when they settled it!"

We were approaching a large space by the waterside, where piles of lumber were diversified by heaps of brick and barrels of lime; and here was moored the craft to which Joe referred. It was a big, square-ended scow, with paddle-wheels at the stern, like the TRYALL, but no attempt at a paddle-box, and only a little square deck-house for the engine and boiler. This vessel was laden with lumber, which some men were taking off and piling on land.



"PERISHABLE FREIGHT NOT TAKEN."

"Well, if that isn't about the roughest thing I've seen, to call a steamboat!" I rejoined. "I'd like to see her travel! Perishable freight not taken, I suppose."

Just beyond this spot the Cove came to an end.

"Want to go ashore?"

"Not here; I don't think we'll find anything on land as good as this steamboat. I want to eat some dinner, pretty soon; let's go back to those pleasant bluffs and boil our crabs."

So we did, drifting under the bridge with the tide, and landing half-way down the cove, where the point reched out into it. The crabs soon turned from their dark greenish hue to vermilion, in the boiling water, and how curious that is! What does it, I wonder? Then we took round stones, and gently cracked them, like almonds. The big claws were the tidbits; but there were good-sized morsels of crisp white meat to be picked from the main shell, and even the slender legs we found worth picking.

"It's better than lobster!" declared Joe.

Our fire was built near the water's edge, but the eating was done on the bluff above, in the shade of the trees, where we looked out over the pleasant cove, and beyond, over the broader sheet of Coweset Bay.

"How much better things taste when you have a good view to look at!"

"That's so; I'd like to eat dinner here every day; 'specially if I could have crabs like these."

Though we didn't hurry ourselves, our meal came to an end at last; and after two or three southward tacks we were out of the cove, and coasting along the north shore.

In a few minutes we came to the mouth of a slender little cove, stretching northward; as it didn't bend, we could take in about all of it without entering; and as there didn't seem to be anything there particularly exciting, we glided by without a pause. There wasn't even any name to it on the map.

Now, as we sailed further on, the settlement of summer cottages at the "Buttonwoods" came more and more plainly into view. A fine sandy beach stretched along here for over a mile, and several people were in bathing, including a number of children, who were squealing, kicking up the water, splashing each other, and grinning at us as we passed. We didn't see any of the buttonwoods (or sycamores) which I suppose used to be here; but there were quite a cluster of houses, of various styles and colors, gathered around a mansard-roofed hotel which rose above them, like a hen and flock of chickens.

Next came another long, narrow cove, extending northwest a-

mong the woods and fields for somewhat more than a mile. We entered this and followed it up to a little beyond where the railroad bridge went across, till we could see the end, then made our way out again.

This was "Brush Neck Cove," and not much further east opened Warwick Cove, for the entrance of which we now laid our course. The land between these coves, "Horse Neck," was very retired and rural up inland, but pretty lively where it fronted on the bay, at the south-east.

Here was a big hotel, - three stories and a mansard roof; - and further along toward the cove entrance were swings, bowling alleys, revolving wooden menageries for children to ride, and other such fixtures as they have at these places. There was quite a crowd on shore, strolling about from one building to another, or sitting in the shade; and several row-boats were out, with boys working away at the oars, some of them apparently for the first time.

"Great place for catching crabs!" murmured Joe. "Goes clear ahead of where we were this morning."

"Here we go in!" said I. "Fetch in the sheet for a gybe!"

As I turned the bow northward, he pulled in the sail; it balanced an instant and then took the wind with a jerk on the other side, and I met it with the steering-oar, while Joe passed out the sheet. It was a rather strong wind for gybing the TRITON; but we were careful, and managed it all right.

We sped swiftly by the row-boats and their crews, some of whom regarded us curiously, while others were too much engrossed with their splashing to notice. Our sentiments were of lofty disdain dashed with pity for these ineffectual paddlers, crawling about a few yards from shore.

"What'd they think, if they knew we came up from the ocean yesterday, and have made the circuit of Coweset Bay since morning?" said Joe.

But they didn't know; and in their holiday suits, they might have felt some disdain for our rough togger; at least, it's to be hoped so, for then all hands were contented.

A small propeller was lying at the landing, and at that moment it gave vent to a succession of shrill toots. Most of the row-boats made for the shore, and a stream of people began to flow down from the grounds.

"Time to go," said Joe. "I wonder how she got in here."

We had found the water very shallow along this side of the bay, so that we couldn't venture to catch the top of our lee-board under the fender-strake, but left it part way up, so we could disengage

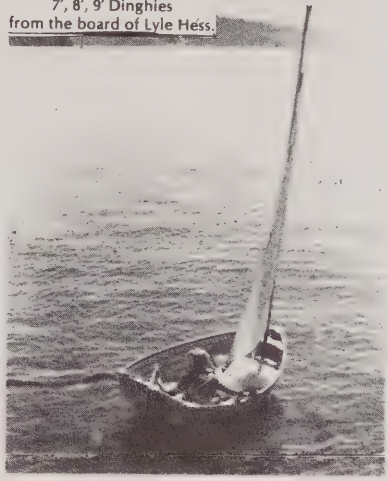
it if it stuck on the bottom. Fortunately, we'd had little need of it, except when we were coming out of Brush Neck Cove, as our course gave us a free wind.

The railway went across just above, and we had to lower the mast to get under, and after doing so we waited a little to see the boat off. After a few more toots, and a scurrying of a few belated people, she cast off and floated away, with streamers flying, the band trumpeting and jouncing, and the water bubbling merrily in the wake. We noticed that she kept close to the shore of Warwick Neck till out of sight beyond the point.

"That's where the channel is, then," said Joe.

(To be continued)

7', 8', 9' Dinghies
from the board of Lyle Hess.



Summer 1987

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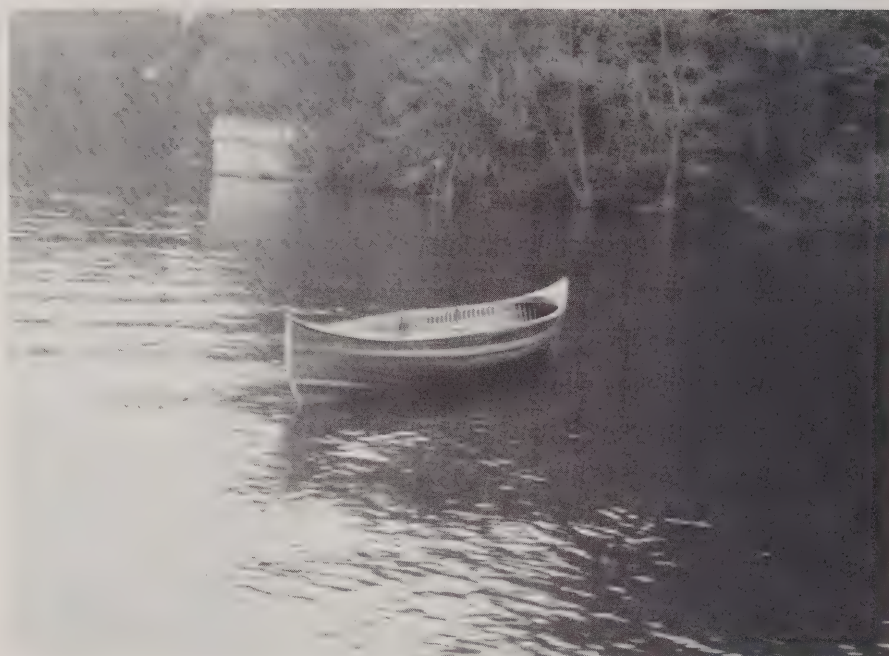
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The Peterborough Returns



Hanna's 11'8" solo canoe in the William English tradition.

The ad was for original pattern Peterborough Canoe decals, available from Alder Creek Boat Works in Remsen, NY. Accompanying it was information on the establishment of a shop that has resumed production of Peterborough canoes. Mike Hanna and his wife operate Alder Creek Boatworks and the Peterboroughs they are building today are done so with the help of the last surviving Peterborough Canoe Co. foreman, Walter Walker.

Mike reports that a dozen years ago his 1937 Peterborough needed a transom. The boat repair shops he visited to offer the job to were not interested in tying up space on such a task. After a two year search, Mike went ahead in 1974 and replaced the transom himself. Soon after that he found a builder in northern Ontario and ordered a new boat built. Then he fell ill.

Recovering from his illness, Mike set up a workshop and began casting around for boat repair work. To his surprise, people began coming up the driveway with canoes, lots of canoes. Mike sent for a set of plans for a Peterborough, studied and pondered, and then built a form. From this beginning, he has steadily expanded the shop, his knowledge of Peterborough-Lakefield history, the number of models he builds, and his circle of friends.

Since 1983 Mike and his wife have been at this full time, with the help of Walter Walker. With Walter's comprehensive knowledge of Peterborough designs and building techniques, they have reproduced forms, molds, jigs and pat-

terns for eleven longitudinal strip canoes and four wood/canvas canoes, as well as four Peterborough fishing boats. In addition to building new, they do restorations. This winter, nine wood/canvas canoes are undergoing repair and restoration along with a Thompson hydroplane and a Peterborough outboard runabout. New construction includes two ribbed longitudinal strip Peterborough canoes and a 16' wood/canvas canoe for a boys' canoe camp in northern Ontario.

The decals? They found a specialty art shop willing to make the reproductions of the original Peterborough decal. And now new decals reproducing Canadian Canoe Co., Lakefield Canoe Co. and William English Canoe Co. logos are in the works along with a reproduction of the original E.M. White brass plate.

When asked what his motivation was to launch this resurrection business, Mike stated:

"I took a little time to examine what motivated me to forge ahead with this. I had read an article by Jim Merithew in the BEAVER, a Canadian publication. He remarked in closing an article about Walter Walker, that when Walter dies, nothing will remain but a few of his boats, some older models in museums and the skimpy contents of one manilla file folder. I guess I couldn't let that happen, so soon after I made contact with Walter..."

You can make contact with Mike Hanna if you're interested at Alder Creek Boat Works, RD #3 Inkawich Rd., Remsen, NY 13438, (315) 831-5321.

Snow Row

'87

Despite a 18 knot west wind and its attendant chop and incipient whitecaps out on Hingham Bay, the first boat home in the 1987 Snow Row on February 21st was Ken Lynch's Kingfisher single shell, the Graeme King design marketed by WOODEN BOAT magazine for home building. The conditions were not those one would associate with successful racing in so narrow a craft, but Lynch, who's also raced this boat in rough water in the 8 mile Ship Channel Sprint, persevered and took home the Steve "Crusher" Casey Award" for fastest time.

Second boat home and winner of the "Livery Boat" class was the Piscataqua River Wherry of Dan O'Reilly and Steve Emery. They had started with the first group of "traditional oar-on-gunwale" boats off the beach in that "LeMans" start, and only Lynch had overtaken them from amongst the later starting sliding seat boats and kayaks. Ben Fuller paddled home first kayak. The first "dory" home was the Lowell dory of Jim Vaillancourt, George Dain and Mike Godfrey. They are former crew on the gig LIBERTE', but this year Ed McCabe decided to break up that top Hull men's team, as he felt the Snow Row might be viewed by some as just a showcase for his most experienced rowing team.

The two gigs were there; LIBERTE' and EGALITE'. First to finish was EGALITE' with a Hull crew aboard, but the showing in LIBERTE' by the just formed National Park Service team out of Charlestown was pretty good. This was their first race, and only the third time out in the gig. Earlier in the week they had rowed down from Charlestown to Hull (8 miles) after work, after dark, with McCabe at the helm. The team was attired in snappy bright green jackets, provoking some bystander remarks about a "green" crew. Maybe so, but they have the spirit and did the 3.5 mile course in commendable form.

From the top: Ken Lynch set fastest time in his Kingfisher shell. Dan O'Reilly and Steve Emery were second to finish in their Piscataqua River Wherry. Ben Fuller topped the kayaks in a Nordkapp. Tom Joyce and crew in the Irish curragh. The French Gig EGALITE' and an Alden double head for the finish.





The Irish currach is an interesting pulling boat, crudely made but effective.

The course was challenging on the second leg past Sheep Island where shallows and the strong west wind combined to steepen up the chop considerably and directly head all the boats on the second leg over towards Peddocks Island. Rounding the beacon at Harry's Rock, the final leg ran along in the lee of Peddocks Island, affording some relief. Until the incoming 3 knot current at Hull Gut was reached. Crossing this to the finish at Windmill Pt. required "ferry gliding", where one rowed or paddled at a considerable angle out to sea in order to offset the leeway from the incoming current.

This year McCabe provided a class just for the Alden folks. This seems to be a coming thing. Ed himself was rowing in an Alden double with Bob Platka, stroke oar from LIBERTE' last year. The Alden was loaned by a friend, it was in "winter storage" out on Hingham Bay as McCabe and Platka trained. So here was traditional old Ed of stocking cap and fisherman's boots and dory rowing days now attired in tights and running shoes. Indeed! He cut quite a figure in his new look, and he and Platka were first Alden in. Solo Alden winner was Jack Hubbard. The Aldens rowed a separate course, two laps back and forth in the lee of Peddocks from the beacon at Harry's Rock to a channel marker buoy.

This was set up because of concern over taking too much water onboard on the Sheep Island leg of the main course, according to McCabe.

An Irish currach (curragh?) took part, they were runners-up to the O'Reilly/Emery wherry. Tom Joyce of South Boston skippered the three-man currach crew. An interesting, long, narjrow, deep craft with unique oars having a bracket on the side with a hole in it to fit over a single thole pin. Unable to be feathered in this sort of setup, the oars have very narrow blades. In fact they appeared to be hewn out of ordinary spruce 2"x4" lumber. Brightly painted, though, in red, white and blue.

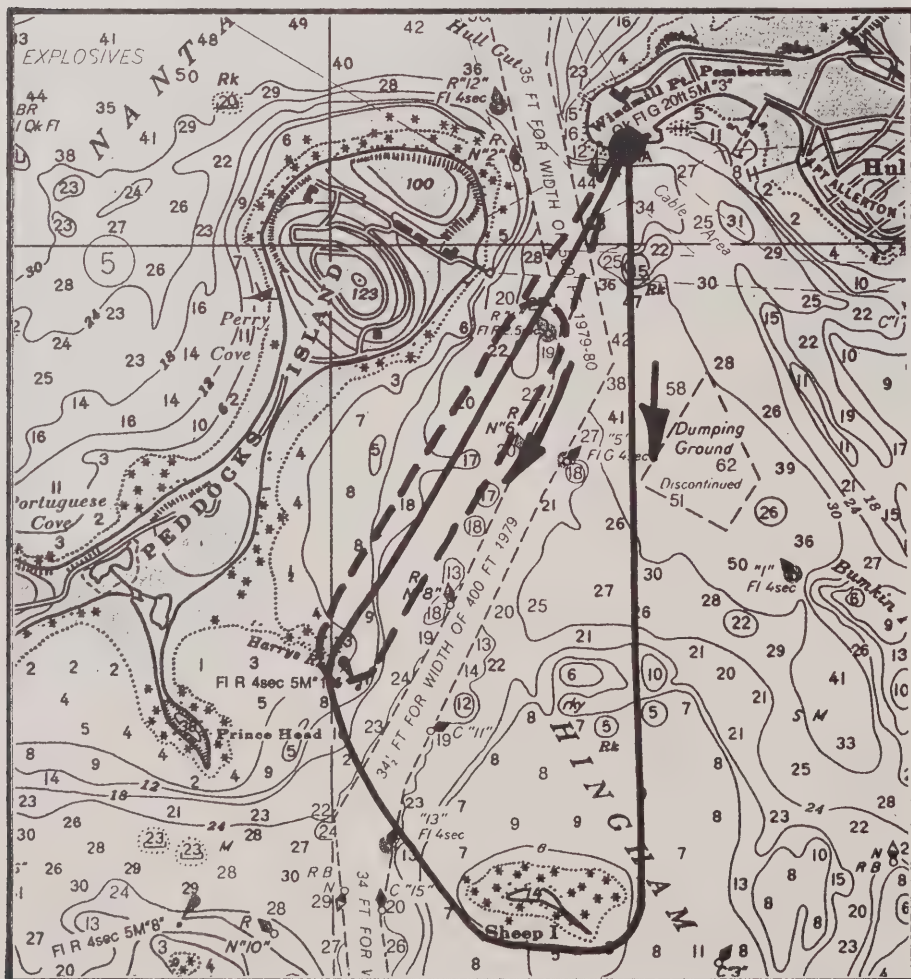
Most colorful boat had to be the "flower power" 14' lightweight plywood flat bottom skiff rowed by Laurie King and Beverly Graham of the Sirens. They started off in high spirits, but much, much later a weary but determined Laurie slugged her way onto the beach at the finish alone. A broken oar (under the leathering) had disabled Bev and she had been taken off by the chase boat to relieve Laurie of the extra weight. The high sided, short, light boat with too short oars just couldn't make any progress against wind and wave. "It was the worst time I ever had," said Laurie afterwards.

Ed McCabe's good luck on February weather hangs on, it was crystal clear, temperatures in the 30's. The wind had eased off some from the day before when the nearby Pt. Allerton Coast Guard station had recorded gusts to 25 knots. There's no seaway in the bay but the fetch of the west wind out beyond the shelter of Peddocks Island had made the turn and second leg past Sheep Island particularly challenging. Several promised chase boats did not appear, but one big Lowell motor dory was on hand and no emergency occurred requiring its assistance. With stragglers still out mid-afternoon, McCabe took a crew on LIBERTE' out to round them up, along with the motor dory. A rowing race in February on open water in a large coastal bay. Quite an undertaking.

Report & Photos by Bob Hicks

Opposite page, left: Laurie King studies the course on the chart in the "flower" boat; heads out optimistically with Bev Graham; slugs it out to the finish alone after Bev had an oar break. A new Hull crew goes at it in EGALITE'. Right: Getting the boat to water. The "all-new" McCabe look, Alden shell today. The National Park Service team from Charlestown competed in LIBERTE'. Pulling hard for the finish.

Centerspread overleaf: Duel in the February sun.









WHAT'S HAPPENING?

BUSY MONTH FOR MODELLERS

The ship model builders have a busy April lined up. April 11th is the day for a combined ship modellers' clubs meeting at Mitchell College in New London, CT. On the following weekend, the 18th and 19th, the Cape Ann Ship Model Club hosts its model show at the Seafarer's Union on Rogers St. in Gloucester, MA. Admission is open to the interested public from noon to 5 p.m. each day at a \$1 fee per person. For details on this affair call (617) 283-9458. Then on April 25th and 26th the U.S.S. CONSTITUTION Model Shipwright Guild will run a seminar on ship model construction techniques for the interested public from 10 a.m. to 3 p.m. each day at the Constitution Museum in Charlestown, MA. Details on this event are available from George Kaiser at (617) 846-3427.

MAINE MARITIME MUSEUM WINTER EVENTS WRAPUP

The Apprenticeship at the Maine Maritime Museum in Bath, ME, wraps up a winter series of evening workshops on various traditional boat building and maintenance skills with the following scheduled:

APRIL 1-2: Painting & Finishing with Paul Bryant (at his Riverside Boatyard).

APRIL 22-23: Oarmaking with John Burke.

Sessions run 7-10 p.m. evenings. Fee per workshop is \$35 (non-members of MMM).

The Museum is also finishing up a series of lectures relating to maritime history in Maine with the following:

APRIL 1: "Building the ELIZABETH", by O. Lie-Nielson.

This final lecture is to be at 7:30-9 p.m. at the Patten Free Library, 33 Summer St. in Bath, ME. Non-member admission is \$2.

RHODE ISLAND CANOE ASSOCIATION SCHEDULE

The Rhode Island Canoe Association has published a tentative schedule of events for 1987. When it is finalized it will be updated each issue. For information about this group, contact Paul Paradis, Pole 48, Scott Rd., Cumberland, RI 02864.

APRIL 12. Wood/Pawcatuck Rivers, Alton to Bradford, 7 miles.

APRIL 25. Great Swamp, Taylors Landing to Biscuit City, 7 miles.

NMHS ANNUAL MEETING

The National Maritime Historical Society again hosts its annual meeting April 25th at Mystic Seaport Museum, the theme for 1987 "pre-industrial navigation". Featured craft will be the currach, which is gaining interest amongst oarsmen in the U.S. They expect to have four of these multi-oared craft on hand at the meeting for viewing and possible rowing, weather permitting. Interested public is invited to attend, there is no charge involved unless you choose to sign up in advance for the evening's banquet. For further details contact the National Maritime Historical Society, 132 Maple St., Croton-on-Hudson, NY 10520, or call them at (914) 271-2177.

ACA NATIONAL EVENTS

The American Canoe Association has released its 1987 calendar of national canoeing events. A number of these are within our readership area. If you are a participant you no doubt are already aware of these. If you're a recreational canoeist you might be interested in taking in one of these nearby to see how the hero level game is played.

APRIL 11-12. Mascoma Slalom/Wildwater, Lebanon, NH, Ledyard Canoe Club, (603) 646-2753.

APRIL 17-19. Open Canoe Instructor Certification, Outdoor Center of New England, Millers Falls, MA, (413) 659-3926.

APRIL 25. Ice Breaker Slalom, Chestertown, NY, (518) 494-3393.

SEBAGO CANOE CLUB EVENTS

The Sebago Canoe Club of Brooklyn, NY, has published its spring schedule of canoeing activities.

APRIL 4-5. Whitewater canoeing on Whitewater River in New Jersey. Marilyn Vogel (215) 453-9084.

APRIL 11-12. Kayaking and camping on South Jersey shore. Eric Klein (718) 783-2306.

Basic canoe sailing courses will be held in April on the 2nd, 25th, 26th, 29th; in May on the 2nd, 3rd, 7th and 9th. Fee is \$75. Hank Niman (718) 375-2618.

Learn to canoe courses will be held in March on the 26th, 28th and 29th; in April on the 2nd, 4th, 5th and 11th; in May on the 13th, 17th and 23rd. Fee is \$45. Steve Keller (718) 788-3416.

For information on joining the Sebago Canoe Club and its activities, contact Membership Chairman Hank Niman at (718) 375-2618.

CAPE COD FROSTY RACING

The Cape Cod Frosty Class Association is already well into its Winter-Spring frostbite racing schedule on the Cape in the tiny 6' sailing dinghies. The hotlines for current information on the weekly events is (617) 432-3704 and (617) 432-0268.

APRIL 5. Sundance Regatta, Horse Foot Cove, Bass River, Dennis, noon start.

APRIL 12. Stage Harbor Regatta, Stage Harbor Marine, Chatham, 1 p.m. start.

APRIL 26. Midget Where Are We Regatta, Dockside Pub, Hyannis, noon start.

APRIL FOOLS ROWING CLINIC

The Cape Ann Rowing Club will host an early spring rowing clinic for those interested in sliding seat rowing on April 4th in Gloucester, MA, starting at 11 a.m. Location is Ores Dock on the Harbor Loop right on the downtown waterfront. Instruction will be provided by Bill Graham, proprietor of Rowing Sport of Ipswich, MA. For further details call Pat at (617) 546-9607 or John at (617) 546-9022.

EASTHAMPTON MUSEUM WORKSHOPS

The Boat Shop at the Easthampton (NY) Historical Society has scheduled a series of workshops for this coming spring.

APRIL 4-5. Lofting. Fee \$65.

APRIL 11-12. Methods in Wooden Boatbuilding. Fee \$65.

APRIL 25-26. Care & Repair of Wooden Boats. Fee \$65.

MAY 9-10 & 16-17. Build Your Own Sailing/Rowing Pram. Fee \$125 plus materials.

MAY 23, 24, 25. Second session, Build Your Own Sailing/Rowing Pram.

JUNE 13-18. Build Your Own Rowing Shell. Fee \$195 plus materials.

JUNE 20-21 & 27-28. Second session, Build Your Own Rowing Shell.

All workshops run 10 a.m. to 5 p.m. on designated dates. For full details call the Easthampton Historical Society at (516) 324-6850.

MYSTIC SEAPORT CALENDAR

If you'd like a nice little folder listing all the major scheduled events at Mystic Seaport Museum for 1987, write to the Public Affairs Office, Mystic Seaport Museum, P.O. Box 6000, Mystic, CT 06355-0990. Over 40 special events are listed and described.



SMALL BOAT SHOW COMING SOON

The 4th Annual North American Small Boat Show is on for May 15-17 at the Newport Yachting Center in Newport, RI. Show organizers report the strongest representation yet of small boats under 30', sail, power, paddle, pedal and oar. As is customary, the in-the-water nature of many exhibits provides the serious potential purchaser of a chosen type of small boat an opportunity for a "test ride" tryout. The

small boat race (rowing) will be held on Saturday, and during the Show's run, other demonstrations will be offered in rowing, sea kayaking, windsurfing and boating safety. The Show is open 10 a.m. to 6 p.m. all three days at an admission price of \$6 adult, \$3 children under 12. If you're in the trade and haven't received the Show exhibitor information packet, contact Abby Murphy at (401) 846-1600.

RADIO CONTROL MODEL YACHT REGATTAS

The 1987 schedule is now available for radio control model boat events in the northeast, courtesy of the Minuteman Model Yacht Club of Needham, MA.

APRIL 11. Wagner Long Distance Race, M, Port Washington, NY, (516) 883-8453.

APRIL 12. Duncan Dana Cup, Marblehead, MA, (617) 631-0797.

APRIL 12. Dodd Trophy, A, Saddlebrook, NJ, (201) 478-4989.

APRIL 18. Island Invitational, 36/600, Eisenhower Park, NY, (516) 334-5276.

APRIL 19. Star 45, Springfield, MA, (413) 567-3560.

APRIL 20. Patriot's Day, Any Boat, Needham, MA, (617) 449-1892.

APRIL 25. Kerbs Challenge, 10R, Central Park, NY, (212) 874-0656.

APRIL 25. Hecksher Invitational, 36/600, Huntington, NY, John Unterreiner, 20 Patri Ct., Dix Hills, NY 11746.

APRIL 26. Spring High Ball, EC-12, Providence, RI, (401) 245-7493.

APRIL 26. North Trophy, A, Saddlebrook, NJ, (201) 478-4989.

MISERY ISLAND RACE

Henry Szostek will again host his spring rowing/paddling event at Misery Island off West Beach in Beverly, MA, this year on May 16th. This is a nice low key event based on and around the beautiful Misery Island a half-mile off the Beverly shore and just outside Manchester harbor. The island is a privately held open space property open to the public for low level recreation. In May, the "public" has yet to appear thereon. More details in April issues.

ANTIQUE & CLASSIC BOAT SHOW

Long Island's regular June antique and classic boat show will take place this year on June 27th at the Suffolk Marine Museum in Sayville, Long Island, NY. For early details, contact Roberta Kavan at P.O. Box 124, Brightwaters, NY 11718, (516) 582-3773.

ALDEN SEASON SET

The Alden Ocean Shell Association has scheduled eleven competitive rowing races for 1987, five in New England, starting here with the Fifteenth Annual Isles of Shoals Race on July 18th. Other events go on in Virginia, Pennsylvania and Maryland. We'll run the schedule as the time draws nigh. In the meantime, you can get details from the Alden Ocean Shell Association, 371 Washington Rd., Rye, NH 03870, phone (603) 436-7402.

SUMMER SEMINARS AT MAINE MARITIME MUSEUM

Maine Maritime Museum's Apprenticeshop has scheduled four major boat and boatbuilding seminars for the coming summer, along the lines of the Wooden Boat School program. Some of the same instructors, even. John Burke, the man in charge of this sort of thing, wanted you to know now so you could plan your vacation around your choice of program now and not surprise your family just before heading down east.

Lines and Shapes by Dave Dillion will concern itself with those subjects, lofting, laying down, measuring, all that. Dates are June 22nd through July 3rd, fee is \$495 for the 10 day course.

Building the Maine Guide Canoe by Jerry Stelmok will take stu-

NEW LONDON SAIL FESTIVAL

Coming in July in New London, CT, is a three-day Sail Festival, July 10th-12th. Along with the usual fireworks and such hoopla will be Friendship Sloop racing on Saturday and Sunday and a wooden-boat race also on Saturday. Yes, this is sort of an early in the year announcement but maybe someone will want to plan on it early. For Friendship Sloop race entry/info, contact H.C. Vibber, 5 Soljer Dr., Waterford, CT 06385, (203) 442-7376. For the same on the wooden boat race, contact Richard Humphreville, 824 Pequot Ave., New London, CT 06320, (203) 447-7412 eves, (203) 442-5003 work-days.

dents through the whole process of building two traditional canoes on original E.M. White molds. Dates are July 8th through 17th, fee is \$495 for the ten day course.

Sail Training by Roger Taylor will take students out daily on the 53' pinky schooner MAINE for seamanship skills development. Three four-day sessions will be offered at \$325 per person (limit of 6 in each session), dates are July 18th-21st; July 23rd-26th; and July 28th-31st.

Boatbuilding Theory and Practice by Arno Day will run three full weeks from August 3rd through 22nd at a fee of \$895.

For all the details and registration forms, write to John Burke, Apprenticeshop Summer Seminars, Maine Maritime Museum, 963 Washington St., Bath, ME 04530, or call him at (207) 442-7401.

MERRIMACK RIVER RACES

Another early announcement for you long-range planners comes from the Greater Newburyport (MA) Chamber of Commerce. They'll be hosting two races on the Merrimack River in Newburyport September 6th and 7th as part of the Harborfest Weekend. On the 6th the Fifth Annual Mighty Merrimack Rowing Race, and on the 7th the Race to the Sea. I know it's awfully early yet, but you can get details now if you like. The Mighty Merrimack Race is at (617) 462-8681, the Race to the Sea at (617) 462-6680. We'll list these again in August.

1987 MAINE CANOE SYMPOSIUM

June 12-14, 1987

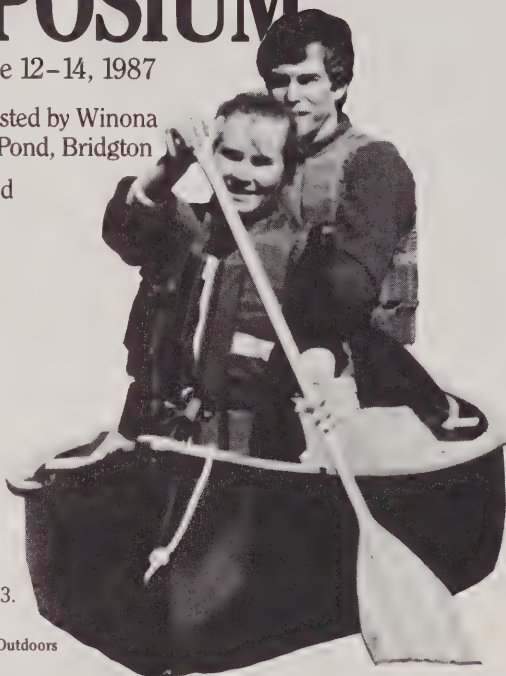
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BOATBUILDING COURSE AT CLAYTON

The Thousand Islands Shipyard Museum in Clayton, NY, has scheduled a one week boatbuilding course, August 8-15, at which Simon Watts, itinerant boatbuilding teacher, will lead the class in building a Herreshoff pram. If this sounds like summer vacation to you, contact the Museum at 750 Mary St., Clayton, NY 13624, (315) 686-4104.

AND THE WOODEN BOAT SHOW

Yet another early announcement, but with good reason. The Wooden Boat Show is on for August 27th through 30th at the Newport Yachting Center. In response to the apparent decline in participation by wooden boat builders, the Show has made some changes in arrangements to make exhibiting more affordable and attractive to the smaller boatbuilders. It's really all we have for the wooden boat trade to have their own days in the sun and deserves support from anyone serious about making wooden boatbuilding a livelihood. If you haven't received the advance information packet, ask for one from Abby Murphy, Newport Yachting Center, P.O. Box 549, Newport, RI 02840, (401) 846-1600. Why so early? Well, if exhibitors sign up early enough, they will enjoy listing in advance major show advertising, let the folks know you'll be there.

Sailors – Power Boaters & Canoeists The New & Revised Winnepesaukee Cruising Guide & Lakes Region Canoeing Guide Is Out!

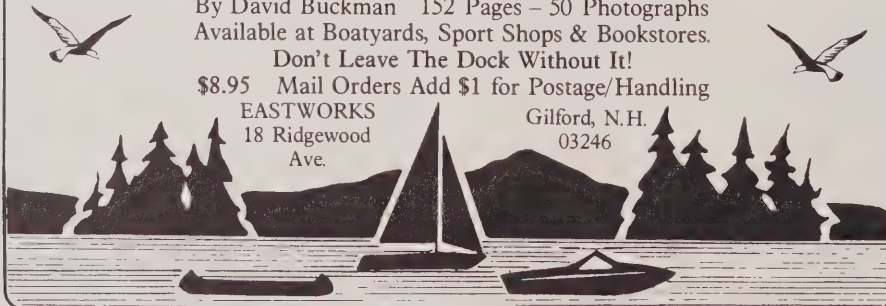
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OLD IRONSIDE'S BIRTHDAY

The U.S.S. CONSTITUTION will celebrate her 200th birthday on September 17th, with much special ceremony planned, including a 21 gun salute to be fired from her cannon out in Boston Harbor. We'll have more on this as the time draws nigh. If you haven't been to see OLD IRONSIDES at the Constitution National Park in Charlestown, MA, you owe yourself the visit, along with the nearby Constitution Museum. There's much going on at this growing National Park facility.

CHARLESTOWN NAVY YARD ROWING ASSOCIATION

The National Park Service has made available space at the Constitution National Park in Charlestown, MA, for the use of pulling boats. Park Service employees have already organized their own team for rowing one of the 38' French Gigs which will be moored there, and are now trying to obtain a Monomoy from the Cape Cod National Seashore. Other interested oarspersons are invited to inquire about taking part in this new group. Call Bill Foley at (617) 242-5629 for further details.

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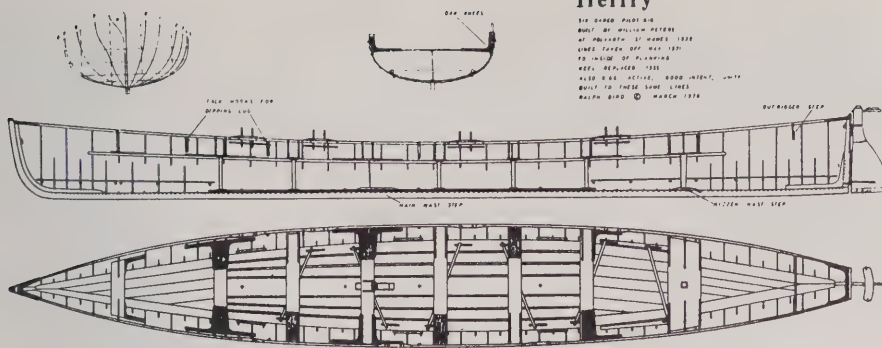
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MORE ON SIREN SONG

The new Scilly Islands gig now under construction at Larry Dahlmer's shop in Gloucester, MA, for the Sirens Rowing Team of that city will be a replica of this boat from a WOODEN BOAT magazine ar-

ticle in December, 1978. The Team expects to be on the water in the 30 foot, six-oared (with coxswain) lightweight pulling boat by early summer. This is an exciting project.



INTERESTING WAVE FORM

On my trip to the Caribbean in February, I came across this 90 degree breaking wave formation off a small point on Peter Island. The waves were only a foot high but crossed at a perfect right angle, time after time after time. It ap-

peared that the one coming from the right was straight in off the sound, the one approaching from the other side of the bay a reflected wave. At the crossing point, they peaked up in a pyramid. Fascinating to watch.

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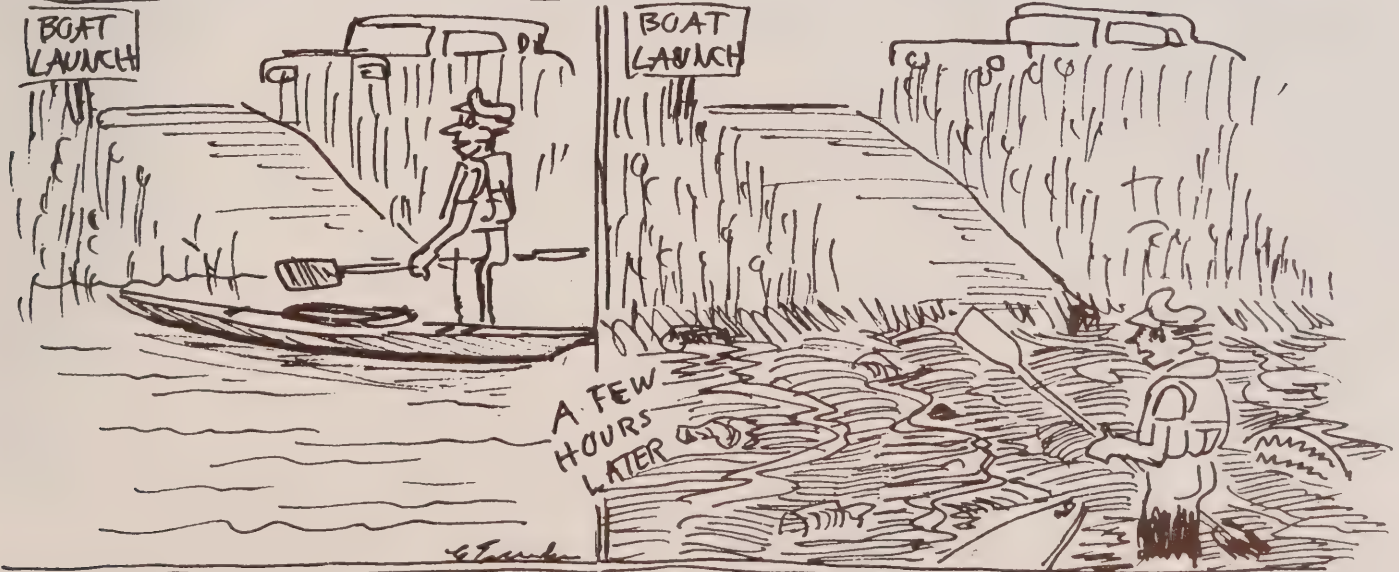
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AMC CANOEING

The Appalachian Mountain Club has paddlers, lots of paddlers. With over 38,000 members focussed heavily on mountains and nature, nearly 10% of them, some 3,500, are canoeists. There are 15 regional chapters offering flat water and white water canoeing/kayaking programs. They conduct training classes and workshops for solo and double paddling in open and closed boats, and do trip leader certification as well as certification of white water paddlers (required for participation in AMC whitewater

outings). Most chapters have "fleets" of their own boats which they use for these training purposes and for tryouts for members looking to purchase equipment.

White water trips began in February, flatwater trips start in April. Trips are focussed on rivers where scheduled springtime dam releases are made for whitewater paddling. The major chapters in Boston, Berkshire, Connecticut and New York/New Jersey each have from 300 to 750 rated white water paddlers. The Connecticut Chapter hosted 90 trips to 9 rivers in 1986, for 960 paddler days.

Membership in AMC is encouraged for those wishing to take part in these activities, but guests may participate. Contact the AMC, 5 Joy St., Boston, MA 02108, for membership information, or call your local Chapter representative on the following list:

Berkshire: Joe Child, (413) 576-3527.
 Boston: Wayne Jones, (617) 586-8928.
 Catskill: Phillip Quick, (914) 246-7110.
 Connecticut Flatwater: Ron & Nanci Henschcliffe, (203) 421-3183.

Connecticut Whitewater: Tom Ploski, (203) 524-0245.

Delaware Valley: Denise Zombrowski, (215) 368-1437.

Maine: Mottill Nason, Jr., (207) 846-5167.

Narragansett: Jeanette Fontaine, (401) 942-3971.

New Hampshire: Paul Berry, (603) 886-1948.

New York/New Jersey: Liz & Dave Pratt, (914) 725-7944.

S.E. Massachusetts Flatwater: Chuck Wright, (617) 564-4250.

S.E. Massachusetts White Water: Bob Scolamiero, (617) 545-6015.

Vermont: Ken & Nancy Gordon, (703) 534-6595.

Washington DC: Ellen Kohn, (301) 530-4669.

Worcester, MA: Walt Nowak, (617) 464-2094.

Report from Ed Bossom.

There are many, many canoeing events on the AMC calendar. To save myself a lot of typesetting, I'm going to reprint directly from the AMC Bulletin listings. The listings formerly carried here from the Cape Cod and Boston Chapters will now be included in this overall AMC listing.

Canoe & Kayak Supplement

All qualified members are welcome on any trip conducted by their own Chapter or another. Register as early as possible as participation may be limited. Qualifications for any trip are swimming ability, good health, and the required skill rating. Most Chapters own canoes and charge modest fees for their use. An individual is liable for damage to Club

canoes up to the limited maximum set by each Chapter. Trips are graded for your safety as well as your enjoyment. Eligibility for whitewater trips is determined by a numerical rating system as well as by the leader's approval. The leader reserves the right to change the location of any trip as water conditions warrant.

Classification of Trips: Class 1, Beginner; Class 2, Novice; Class 3, Intermediate; Class 4, Expert.

Berkshire

All telephone numbers are area code 413 unless otherwise noted.

Unless otherwise stated, all trips require registration with leader by preceding Wed.

Whitewater

Apr. 4. N. Branch Westfield, 2-3. Meet 9 AM at Rte. 9 bridge just below Cummington MA. Afterwards at Remington Lodge, W. Cummington 4:30 PM social hr., hors d'oeuvres—\$1.50 (BYOB); 5:30 PM dinner—\$10. Reservations for dinner by 4/1 with L Bill Cushwa, 63 Silver St., S. Hadley MA 01075 (536-1347).

Apr. 4. Upper N. Branch Westfield/Leader's Choice, 2-3. Afterwards at Remington Lodge, W. Cummington 4:30 PM social hr., hors d'oeuvres—\$1.50 (BYOB); 5:30 PM dinner—\$10. Reservations for dinner by 4/1 with L Grant Bowman, Witt Hill Rd., Worthington 01098 (238-5330); CL Pat Beaudry (532-0831).

Apr. 4. Kayak Skills Development, 2-3. For any kayaker with mod. skills. A one-day intensive session. Fee \$10. L Joe Child (586-3527).

Apr. 4. Wardsboro Brook, 4. L Rich Hamilton (584-2298); CL Rolly Weld (774-3200).

Apr. 5. Leader's Choice, 2-3. L Rob Kibler (617-544-7104); CL Alice Kane (584-9190).

Apr. 5. Mid-Westfield, 3. L Norm Sims (253-7922).

Apr. 11. Cold (NH), 2. L Norm Sims (253-7922).

Apr. 11. Upper Green, 2-3. L Walter Banfield (259-1538).

Apr. 11. Blackwater/Contoocook, 4. L Jack Gill (586-0326).

Apr. 12. N. Branch Westfield, 2-3. L Candy Carlisle (584-6859); CL Ron Hirsch (525-4864).

Apr. 12. Tandem Canoe Skill

Development, 2. L Mike Zabre (H: 774-3293); CL Mark Israel (586-6493).

Apr. 12. Lower Millers, 3-4. L Ken & Lise Denault (253-7595).

Apr. 11-12. Solo Canoe Instructional, 2-3. L Rolly Weld (774-3200).

Apr. 18. North, 2. L Ken Langley (548-9535).

Apr. 18. Saxtons, 2-3. L Barbara Cushwa (536-1347); CL Grant Bowman (238-5330).

Apr. 18. Leader's Choice, 3-4. L Pete Crisci (584-9256).

Apr. 17-19. Interchapter Sacandaga Weekend, 3-4. L Steve Tuckerman (203-229-3994); CL Connie Peterson (548-9113).

Apr. 20. Leader's Choice, 3-4. L Jim Dowd, III (536-1046).

Apr. 22. Leader's Choice, 2. L Bill Cushwa (536-1347).

Apr. 25. Cold (NH), 2. L Pat Beaudry (532-0831); CL Norma Johnson (549-6557).

Apr. 25. Winhall/London-

derry, 3. L Al Shane & Marion Gorham (548-9435).

Apr. 26. Upper Millers, 2-3. L Clark Bowlen (562-1863).

Apr. 26. Rock/Upper Ashuelot, 3-4. L Jack Gill (586-0326).

Apr. 25-26. Interchapter Wonalancet Weekend, 4. L Steve Tuckerman (203-229-3994); CL Mike Zabre (H: 774-3293; W: 253-7779).

Apr. 29. Leader's Choice, 2-3. L Bill Cushwa (536-1347).

Boston

All area codes are 617 unless otherwise noted.

Flatwater

Beginners and children are welcome on most trips; the leader may impose restrictions associated with specific trips. Certain trips have been designated as Instruction, Introduction, or Advanced. Instruction trips offer

formal training to all participants. Introduction trips will accommodate (but not be limited to) boaters with no experience and no equipment of their own—show up, rent, and go. Advanced trips are for competent paddlers with their own equipment.

- Apr. 5. Upper Neponset River.** With the Friends of the Blue Hills. L Allen Knowles (828-3025).
- Apr. 11. Nissitissit River.** L Trek Abele (433-5561), CL Ed Thompson (272-8621).
- Apr. 18. Concord River.** L Harland Alpaugh (658-4136).
- Apr. 25. Sudbury River.** L Chris Childs (897-5017).
- Apr. 26. Charles River.** Introduction. L Jeanne Fuller (586-8928).

Whitewater

- Apr. 4. Westfield.** 3. L Steve Groves (862-9180), CL Dave Mandeville (353-7635).
- Apr. 4. Upper Millers.** 3. L Kevin O'Grady (927-3916), CL Phil Mason (877-7523).
- Apr. 4-5. Lower Ashuelot.** 2. L Susan Wright (491-3907), CL Court Booth (438-6652).
- Apr. 4-5. Lower Ashuelot/Lower Otter Brook.** 2. L Frank Kelliher (944-8795), CL Marshall Goldin (444-7660), Kathy Lott (321-9518).
- Apr. 4-5. Westfield.** 3. L Fred Wallace (935-3773), CL Cynthia Simpson (648-5996).
- Apr. 4-5. Leader's Choice.** 4. L Mike Duclos (603-888-3352), CL Steve Pohlig (263-7270).
- Apr. 11-12. Closed-Boat Slalom Clinic.** R Jim Healy (259-9442). See Inside/Outside for details.
- Apr. 11-12. Lower Ashuelot.** 2. L Dee White (266-2147), CL Ken Wadland (342-2268).
- Apr. 11-12. White.** 2. L Bill Wrean (899-5297), CL Steve Davis (352-2250).
- Apr. 11-12. Saco/Bearcamp.** 3. L Ed Lipchus (623-3163), CL Art Wallick (861-1745).
- Apr. 11-12. Upper Ashuelot/Otter Brook.** 3. L Tara Hengeveld (369-1506), CL Mike Benfield (369-1506).
- Apr. 11-12. Swift/Mad.** 4. L Joe Griffith (862-2150), CL Nancy Rigotti (332-0899).
- Apr. 18-19. Intermed. Closed-Boat Instruction.** L Dave Eden (661-6248), CL Jack Fu (W: 480-4543). See Inside/Outside for details.
- Apr. 18-19. White.** 2. L Donna Polhamus (776-1852), CL Mark Zimet (802-728-9822).
- Apr. 18-19. Leader's Choice.** 2. L Ed York (385-6118), CL Shirley Cowles (449-3180).
- Apr. 18-19. Saco/Ammonoosuc.** 3. L Jonathan White (449-

- 3180), CL Joyce White (449-3180).
- Apr. 18-19. Middle Swift.** 3. L Bruce Bullock (275-7029), CL Lissa Coolidge (486-4250).
- Apr. 18-19. Hudson/Boreas.** 4. L Lawrence Morris (965-0588), CL Mike Duclos (603-888-3352).
- Apr. 18-19. Wilderness Trail/Pemi.** 4. L Rick Spedden (203-255-7938), CL Janet Spedden.
- Apr. 23. Nissitissit.** Class 1 and flatwater. L Evelyn Bishop (235-8798), CL John Bishop (235-8798). Class 2 paddlers may bring nonrated partners.
- Apr. 25-26. Class 1 Open-Boat Instruction.** See Inside/Outside for details.
- Apr. 25-26. Class 3 Open-Boat Instruction.** L Joe Damboise (603-635-3976), CL Nancy Damboise. See Inside/Outside for details.
- Apr. 25-26. Saco/Ammonoosuc.** 2. L Keith McCombs (275-2361), CL Ann Volpe (899-9527).
- Apr. 25-26. Saco/Swift.** 3. L Fred Pearson (363-2691), CL Judy Ryerson (267-4833), Keld Agnar (267-4833).
- Apr. 25-26. Leader's Choice.** 4. L Betty Salzberg (965-0588), CL Larry Mohr (944-7868).

Connecticut

All telephone numbers are area code 203 unless otherwise noted.

Flatwater

- Apr. 5. Hop River.** L Ed Bossum (633-7246).
- Apr. 18. Farmington River.** Last section. Rte. 75 to Connecticut River. Call for details. L Frank Nemeth (688-2337).
- Apr. 19. Williamantic River.** Meet 10 AM at Eagleville, jct. Rtes. 32 & 275, next to firehouse. Exp. canoeists only. Prevent hypothermia by carrying complete change of warm clothes in waterproof containers. If not absolutely certain of your ability and/or weather, call L Jack Cassidy (484-0744).
- Apr. 25. Beginners' Day.** Come and get your feet wet. Basic canoe-handling techniques. Some equipment available. Bring lunch, nonalcoholic beverage. L Ron & Nancy Henchcliffe (421-3183).
- Apr. 26. Farmington River.** L Dale Hackett (521-9080).

Whitewater

Trips prepared by Glenn MacGrady. 19 Holiday Dr., Wood-

stock NY 12498 (914-679-2616). Contact Glen if you want to be a leader or to schedule a trip in a later issue of the Bulletin.

Call the CT WW HOTLINE (582-6978) for up-to-date, recorded info on trips, last-minute changes, bootlegs, and water levels; 24 hrs. each day. Call in also to report any such info. Other Chapters welcome.

Fully outfitted tandem and high-performance solo open boats are available for modest rental fees. Contact trip leader, Chairman Tom Ploski, or Custodian Dave Merk (379-9584) for details.

- Apr. 4. Westfield.** 2-3. L Ralph Baerlein (342-4610).
- Apr. 4-5. Berkshire Mtn. Rivers.** 2. L Laurie & Herb Kommritz (748-8909).
- Apr. 4-5. Central N.E. Rivers.** 3-4. L Mike Mixer (582-6978).
- Apr. 5. Hop River.** 2. L Ed Bossum (633-7246).
- Apr. 11. Local/Westfield.** 2. L Art Mauger (693-8819).
- Apr. 11-12. South-Central VT Rivers.** 2-3. L Steve & Krystyna Tuckerman (229-3994).
- Apr. 11-12. Blackwater et al.** 3-4. L Tom Ploski (524-0245).
- Apr. 12. Farmington.** 2. L John Langhans (check WW HOTLINE for leader's phone no.).
- Apr. 17. Good Friday Special.** 2. L Ed Chase (668-2962).
- Apr. 17-19. Sacandaga.** 3-4. L Steve Tuckerman (229-3994).
- Apr. 18. Local.** 2. L Dave Merk (379-9584).
- Apr. 25. Farmington.** 2. L Persh & Muriel Parker (229-3994).
- Apr. 25-26. White Mtn. Rivers.** 4. L Steve & Krystyna Tuckerman (229-3994).
- Apr. 26. Hogback.** 2. L Pete Forsberg (666-2627).

Maine

All area codes are 207 unless otherwise noted.

Trip fee: \$2 per nonmember.

- Apr. 4. Bearcamp.** 3. Kathy Yates (389-1923), CL Morrill Nason (846-5167). Overnight at Wonalancet Cabin, reg. by 4/1 with Morrill Nason.
- Apr. 5. St. George.** 2. George Patton (882-6631).
- Apr. 5. Mad.** 4. Morrill Nason (846-5167), CL Kathy Yates (389-1923).
- Apr. 11. Leader's Choice.** 3. Ken Gordon (784-2745).
- Apr. 12. Upper Swift.** 3. Shaun Bresnahan, R Morrill Nason (846-5167).

- Apr. 18. Lower Saco.** 2. Dick Leslie (846-9544).
- Apr. 18. Austin Str.** 3. Ken Jewett (775-3288), CL Kippy York (622-5939).
- Apr. 19. Kingsbury Str.** 3. Ken Jewett (775-3288), CL Kippy York (622-5939).
- Apr. 20. Piscataquis.** 3. Ken Jewett (775-3288), CL Kippy York (622-5939).
- Apr. 25. Webb.** 3. Jerry Bates (781-4180), CL Jeanne Gutman (772-9673).
- Apr. 25. Lower Swift.** 4. Tim Ensworth (829-3557).
- Apr. 26. Wild.** 3. Jerry Bates (781-4180), CL Jeanne Gutman (772-9673).
- Apr. 30-May 3. Downeast Week.** 3. Don Skolfield (773-3642), CL Kippy York (622-5939).

Narragansett

All telephone numbers are area code 401 unless otherwise noted.

- Apr. 11. Riverton Section of the Farmington River in CT.** 1. L Ellen Reinhard (333-6995).
- Apr. 12. Flatwater Canoe Trip in Nearby MA;** on Sudbury/Concord River with stop at Minuteman Nat'l Pk. L Ken Hutchins, CL Penny Hutchins (467-5296, before 9:30 PM).
- Apr. 18. Lower Otter Brook in Southern NH.** 2. L Francis Alspaugh (617-862-3612), CL Janie Moore.
- Apr. 25. Canoe Charles River, Sherborn to Cochran Dam.** Call L Russell Whitney (944-4808), CL Ann Valley (617-695-5839).

New Hampshire

All area codes are 603 unless otherwise noted.

NH Chapter Canoe Phone: (603-635-3976). If you cannot contact a trip leader, leave a message on the Canoe Phone line. You can also call this number to lead a new trip, to find out about bootleg trips, or for notices of changes to trips.

Partner needed? If you wish to paddle and cannot find a partner for a trip, call Paul Berry (886-1948) and he will try to schedule a partner for you.

Tuesday Night Paddling. After Daylight Savings time begins, we paddle the rapids on the Merrimack in Manchester on Tuesday evenings, after work. Call Paul Berry if you are interested.

Apr. 4-5. Whitewater School. L Gerry Aube. Reg. with Deborah Roody, 75 Cathy St., Merrimack NH 03054 (424-6808).

Apr. 11. Middle Ashuelot, 2. L Al Dionne (889-2012).

Apr. 12. Souhegan, 2. L Randy & Deborah Roody (424-6808).

Apr. 12. Leader's Choice, 3. L Bill Lowman (424-3512).

Apr. 17. Soucook, touring. L Larry Reilly (617-453-1518), CL Roioli Schweiker (224-0598).

Apr. 18-19. Sacandaga, NY, 2-3. L Fletch Blanchard (868-7490), CL Gerry Aube (617-372-0852).

Apr. 18. Waites, 2. L Holly Cabell (643-8561).

Apr. 18. Leader's Choice, 2. L Paul Berry (886-1948).

Apr. 19. Beaver Brook, touring. L George Trudell (434-9327), CL Roioli Schweiker (224-0598).

Apr. 22. Exeter, touring. L Roioli Schweiker (224-0598).

Apr. 25. Suncook, 2. L Roioli Schweiker (224-0598), CL Larry Reilly (617-453-1518).

Apr. 25. Upper Saco, 3. L Bill Lowman (424-3512), CL Fletch Blanchard (868-7490). For overnight accommodations: Stan Solomon (617-862-7731).

Apr. 26. Saco, 2. L Stan Solomon (617-862-7731).

Apr. 26. East Branch, Pemigewassett, 4. L Norton Cabell (643-8561).

Apr. 27. Warner, touring. Fast day. L Roioli Schweiker (224-0598).

New York/ N. Jersey

NY/NJ trips are open to all who qualify. Pre-registration by mail.

8 days in advance of the trip, is required. All new Chapter paddlers should get a copy of *THE FEATHERS*, a paddlers' manual that explains in detail the Chapter's canoeing program. It is available (for 39¢ postage) from the Canoe Committee Co-Chair. Please do not call leaders after 9 PM.

Apr. 4-5. Bantam/Shapaug, 2+3. Bruce Rossar (203-838-9050).

Apr. 4-5. Nescopeck, 3. Jill Arbuckle (201-890-9280).

Apr. 11-12. Leader's Choice, 1. Fay Wong (212-553-1937).

Apr. 11-12. Big Bushkill Creek, 3+ Ann & Bill Sweeney (201-292-1456).

Apr. 11-12. Hudson, 4. Bart Jackson (609-448-8639).

Apr. 18-19. Housatonic-Ten Mile. Maxine Grover (201-941-2843).

Apr. 18-19. Lehigh, 3. Carl Bull (201-635-8973).

Apr. 25-26. Leader's Choice, 1. Mac McCauley (201-439-2292).

Apr. 25-26. Sacandaga, 2. John Humbach (914-667-6269).

Apr. 25-27. Three Days of White Mountain Rivers, 4. Paul Kendall & Sharon Rives (212-362-9769).

Southeast Mass.

All area codes are 617 unless otherwise noted.

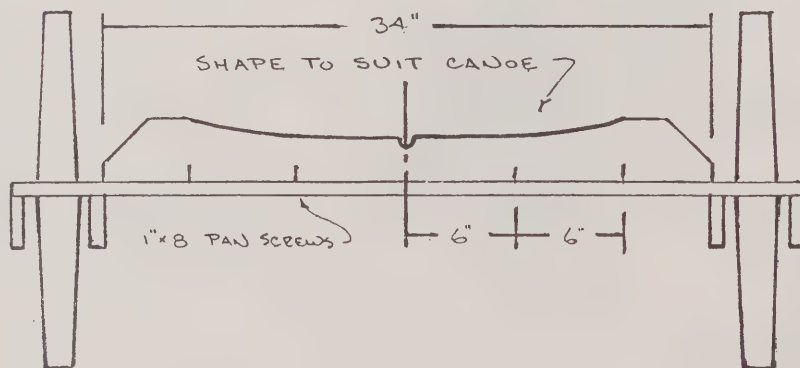
Apr. 4. Upper Nemasket River, Lakeville, flat. L Mark Klim (293-9655), CL Ed Dennehy.

Apr. 11-12. Deerfield River, Charlemont, 2. L Bob & Suzanne Scolamiero (545-6015).

Apr. 18-19. Leader's Choice, NH, 2. L Ed York (385-6118).

Apr. 24-26. Class 2 Training. L Bob Scolamiero (545-6015).

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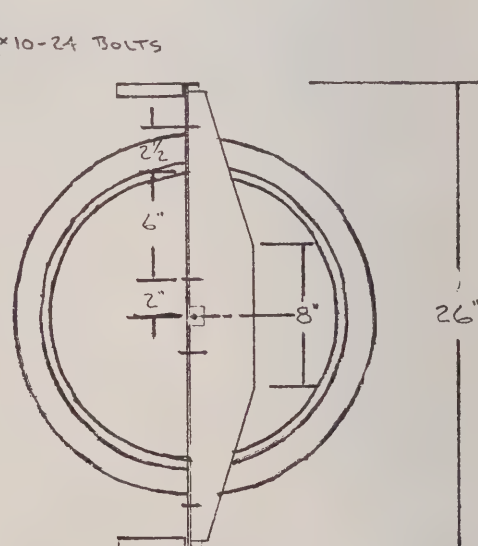
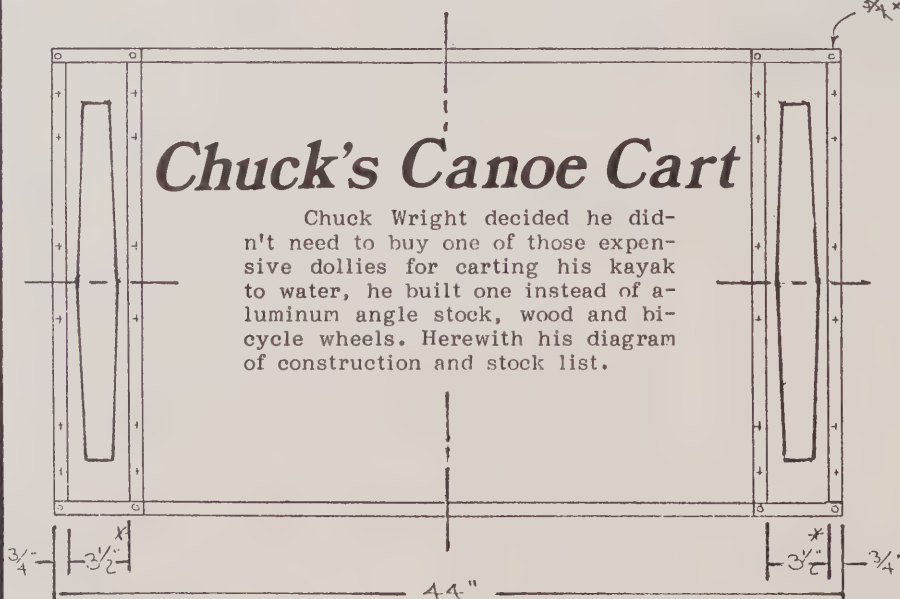


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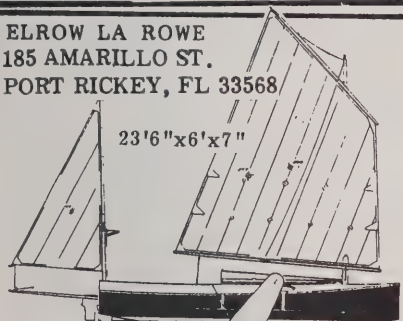
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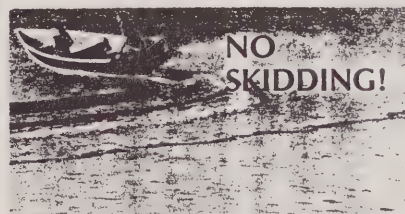
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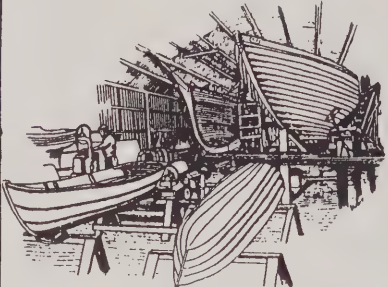


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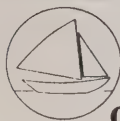


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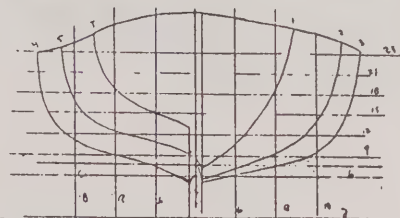


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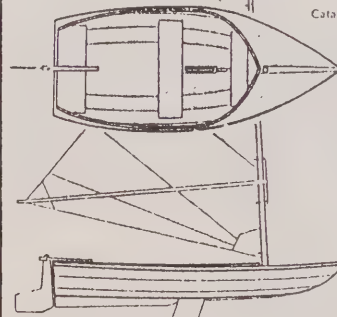
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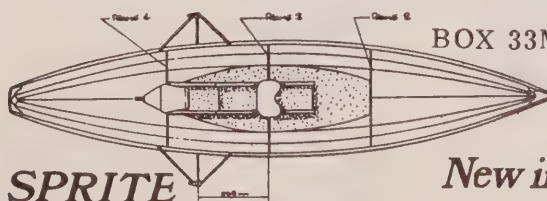
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Registry of Projects

This once a month column is
intended to develop and encourage
direct contact between readers en-
gaged in similar boatbuilding and
restoration projects, or contemplat-
ing such. Those listed have volun-
teered to respond to inquiries from
readers concerning their respective
projects. If you wish to be includ-
ed on the list, send us the details
on your projects.

THANK YOU MR. PAYSON

Mike Pedreau of Raleigh, NC,
built Dynamite Payson's GYPSY and
sent us a copy of a letter he wrote
to Dynamite about the project:

"Your two books, GO BUILD
YOUR OWN BOAT and BUILD THE
NEW INSTANT BOATS are both
pleasureable and instructive. I had
no difficulty building GYPSY using
your excellent instructions and the
drawings in the book. All materials
but the bronze ring nails were lo-
cally available. The nails were
purchased at the RED & WHITE in
Sea Level, NC, during the last net
fishing trip we made to Core Sound
this December.

In order to make full use of
GYPSY as an all around boat and to
avoid having to remove the top
gudgeon when converting from sail
to outboard, I made one addition to
Mr. Bolger's design. Two strips of
1.5"x.75" stock were bevelled,
glued, nailed and glassed onto the
outside of the transom so that they
receive a slide-down reverse bevel-
led piece composed of three lami-
nates of scrap 1/4" plywood. By
making two such pieces, one is
used plain for the outboard motor
clamps, the second has both gud-
geons permanently attached with
countersunk nuts and bolts. This
may be more trouble than it's

worth. If so, removing the strips
and installing the gudgeons as on
the plans should pose no great
problem.

The transom is re-inforced by
adding glass cloth over the glass
putty on the transom's inside
seams. I did this because my out-
board is 6 hp. During a trial run
there was no apparent transom flex-
ing and no gaps developed in the
paint at any transom seams. Using
the 6 hp motor with the dagger-
board case installed does require a
cap over the top of the case. Not
much water came up and in, but e-
nough to be bothersome.

For fishing use I glassed in
two short pieces of scrap 2" diame-
ter plastic pipe even with the tops
of the gunwales forward of frame
#12, and angled them outboard to
be serviceable rod holders for trol-
ling. Another piece of the pipe 3'
long, with two hose clamps and a
foot of radiator hose from the trac-
tor makes an outboard operating
arm permitting me to be seated
more comfortably on GYPSY's seat
instead of being perched on top of
frame #12.

GYPSY's sail came from our
local yard goods mill outlet. No
dacron ever shows up there, so we
used medium weight ripstop nylon.
Not as desirable as dacron but at
\$8.50 it's worth a try. Hopefully
my two sons will learn to sail in
GYPSY this summer, and the nylon
should suffice for that.

The picture of GYPSY was
taken in January on Falls Lake
near Raleigh, NC. I hope to have
as much fun using this boat on the
water as I did building her, but
doubt that this will be possible.
Thanks for writing your books, and
thanks to MESSING ABOUT IN
BOATS, where I first read of your
techniques."

Mike Pedreau, 2313 Norwood
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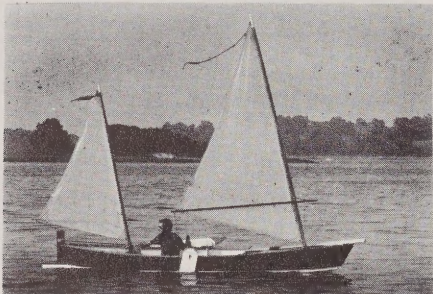
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JOHN GOLEY, Box 1, Rapidan, VA 22733, (703) 672-3100, lv. message. (22)

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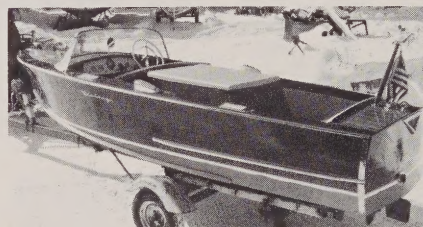
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AMC RIVER GUIDES. 200 page pocket books detailing all streams navigable by canoes, etc. \$8.95 plus \$.75 postage. Specify NH & VT, or MA, CT, RI editions. SEAMASTER INC, Box T, Duxbury, MA 02331. (23)

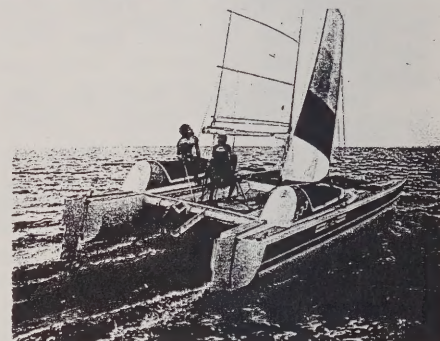
HERRESHOFF 12.5, marconi rig, two good sails. Needs bottom re-fastening. \$2,500. GLOUCESTER YANKEE MARINE, Gloucester, MA, (617) 283-0079. (23)



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16' MAD RIVER EXPLORER canoe, ABS with skid plates, kneeling pads and thwart, thigh straps. Excellent condition, \$600. Also C.J. Solo (Old Town), a straight tracking, fast fiberglass canoe. Not a mark on it and asking \$475.

J. SPANIALSKI, 12 Hughes Ln., N. Babylon, NY 11703, (516) 587-5468. (22)

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ARTHUR KNIGHT, P.O. Box 10, Marlboro, NH 03455, (603) 876-3339. (22)

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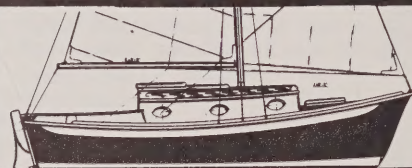
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